

State of Nebraska

2017 Annual Report

Traffic Crash Facts



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NEBRASKA

Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION



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The *Traffic Crash Facts* booklet provides statistics and information on traffic crash trends that occurred in Nebraska during 2017. The report is designed to heighten awareness about traffic safety issues while allowing interested individuals to identify areas where safety programs may be focused in an effort to reduce traffic-related injuries and deaths. Information is compiled from traffic crash reports submitted to the Nebraska Department of Transportation (NDOT) by state and local law enforcement agencies.

Safety is, and always will be, a top priority in how NDOT does business. The agency is committed to providing the safest possible driving environment for the residents and visitors who travel in our state each year. We are focused on utilizing partnerships with law enforcement, health and education agencies, as well as private advocacy groups and businesses, to improve driving behaviors and ultimately save lives. Traffic crashes are largely avoidable, including those that result in personal injury or loss of life.

“Zero fatalities” remains Nebraska’s traffic safety goal. While this may seem unrealistic, Nebraska continues to aim toward “zero fatalities” because every life matters. Although much progress in traffic safety has been made over the years, far too many Nebraskans—friends, neighbors, and loved ones—are still being killed or seriously injured in crashes. Improving the situation begins with setting a good example for youth by always buckling up, keeping our hands on the wheel and our eyes on the road, and putting away the cell phone while driving.

Pete Ricketts
Governor

Kyle Schneweis, P.E.
Director

Nebraska Strategic Highway Safety Plan

The Nebraska Interagency Safety Committee, comprised of leaders from the Department of Transportation, State Patrol, Department of Motor Vehicles, Health & Human Services System, Local Technical Assistance Program, League of Municipalities, and Association of County Officials, last updated the Nebraska Strategic Highway Safety Plan (SHSP) for 2017-2021. The objective of the plan is to significantly reduce traffic deaths and serious injuries in the state. To accomplish this objective, the Committee selected five Critical Emphasis Areas, based on the crash data, on which to concentrate their efforts. These five Critical Emphasis Areas were:

1. Increasing Seat Belt Usage

The use of seat belts is an effective way to prevent serious injuries and fatalities in traffic crashes. While surveys indicate that over 80% of Nebraskans wear their seat belts, about 7 in 10 vehicle occupants killed in crashes were not using belts. Reaching the remaining 20% of Nebraskans who avoid restraint use is a difficult problem. Overtime enforcement operations emphasizing safety belt compliance such as “Click It or Ticket” are one method used to fight the problem.

2. Reducing Roadway Departure Crashes

Many of our rural fatalities are the result of Roadway Departure crashes. The term “Roadway Departure” includes crashes where vehicles run-off-the-road and collide with fixed objects (trees, guardrail, poles, etc.) or where vehicles overturn. It also includes crashes where vehicles leave the portion of the road designed for them to drive on, such as head-on and cross-median crashes. The Department of Transportation has implemented the use of shoulder and centerline rumble strips as countermeasures for these types of crashes on state highways.

3. Reducing Impaired Driving Crashes

Crashes involving drinking and driving continue to significantly contribute to the state’s fatality total. Although Nebraska is among the nation’s leading states in effective public policy countermeasures, this factor remains a challenging one. While the long-term trend in alcohol-involved crashes is down, nearly 20% of the drivers involved in 2017 fatal crashes had been drinking. Increasing sobriety checkpoints, periodic impaired driver enforcement crackdowns, new prosecution strategies, and public information campaigns are among the countermeasures used to combat the problem.

4. Reducing Intersection Crashes

Since these are the places where vehicles cross paths, a large percentage of traffic crashes naturally occur at intersections. The Department of Transportation is constantly reviewing intersection operations to look for improvements that can be made. Adding turn lanes, adjusting signal timing, and improving marking and signing are just a few ways intersection operations can be improved. The Department is also committed to using newer types of intersections, such as roundabouts, which have been proven to reduce crashes.

5. Reducing Young Driver Crashes

The continuing over-involvement of young, inexperienced drivers in crashes and especially fatal crashes is disturbing. Although they made up less than 8% of registered drivers in the state, in 2017 drivers aged 16 to 20 were involved in 16% of the crashes. Effective programs aimed at reducing younger driver crashes are offered by several agencies, both public and private.

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(Note: Due to rounding, percentages on graphs may not equal 100%.)

The data contained in this booklet are based on Reportable Crashes Only as defined below. Definitions of various crash categories are also provided.

Definitions

- Reportable Crash** A crash which involves death, injury, or property damage in excess of \$1,000.00 to the property of any one person.
- All Crashes** The total number of reportable motor vehicle crashes including fatal, injury or property damage.
- Fatal Crash** Motor vehicle crash that results in fatal injuries to one or more persons.
- Injury Crash** Motor vehicle crash that results in injuries, other than fatal, to one or more persons.
- Property Damage Only Crash (PDO)** Motor vehicle crash in which there is no injury to any person, but only damage to a motor vehicle, or to other property, including injury to domestic animals.

Part I
Overview

Fatality Rate

The fatality rate on Nebraska roadways for 2017 was 1.09 persons killed per 100 million vehicle miles traveled, up slightly from the 2016 rate of 1.05. Despite this increase, the long-term trend in fatality rate, shown in Figure 1, is significantly downward. Much of this reduction is the result of improvements in vehicle design, roadway engineering, emergency medical services, specific safety programs, enforcement, and improved driver awareness.

Figure 2 depicts the number of fatal crashes per year for the last 10 years. In 2017, there were 210 fatal crashes, an increase of 16 from 2016.

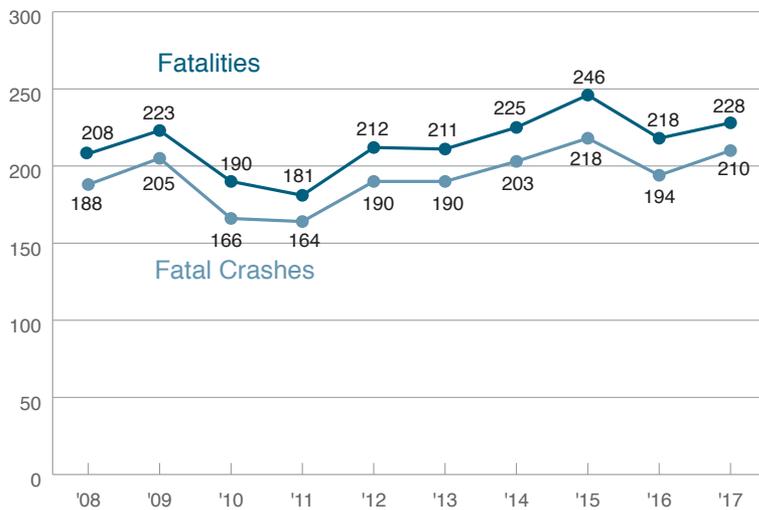
Fatal crashes make up only a small portion of the total crashes in Nebraska. Property damage only (PDO) crashes make up the majority. Figure 3 shows the percentage distribution of all crash types. In 2017, there were 210 fatal crashes, 1,228 serious injury crashes, 12,278 total injury crashes, and 22,511 property damage only crashes. Fatal crashes made up .6% of all crashes, serious injury crashes made up 3.5%, and total injury and PDO crashes made up 35.1% and 64.3%, respectively.

Fatality Rate Per 100 Million Vehicle Miles
(1966 - 2017)



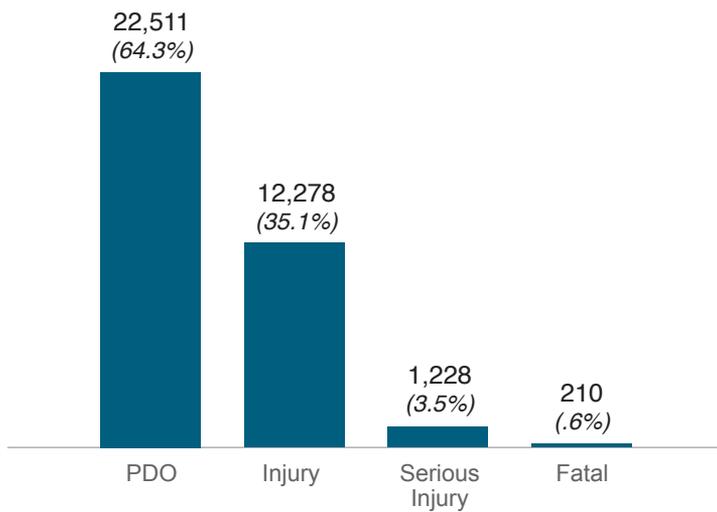
(Figure 1)

Ten-Year Trend in Fatal Crashes and Fatalities (2008 - 2017)



(Figure 2)

All Crashes in Nebraska



(Figure 3)

2017 Crash Data by County

County	Crashes				Persons Killed and Injured	
	Total	Fatal	Injury	PDO	Killed	Injured
Adams	546	3	136	407	3	200
Antelope	81	3	25	53	3	35
Arthur	12	0	4	8	0	5
Banner	26	0	6	20	0	11
Blaine	10	0	4	6	0	6
Boone	77	0	17	60	0	25
Box Butte	174	2	53	119	2	97
Boyd	19	0	6	13	0	13
Brown	56	0	9	47	0	12
Buffalo	969	5	309	655	6	429
Burt	68	3	22	43	3	32
Butler	117	2	35	80	2	52
Cass	302	3	100	199	3	152
Cedar	95	3	38	54	3	46
Chase	27	1	4	22	1	4
Cherry	96	5	20	71	6	32
Cheyenne	174	0	39	135	0	61
Clay	67	0	26	41	0	46
Colfax	154	2	49	103	2	73
Cuming	133	2	42	89	2	67
Custer	196	1	56	139	1	80
Dakota	283	0	108	175	0	158
Dawes	162	1	38	123	1	50
Dawson	485	7	114	364	7	152
Deuel	36	0	11	25	0	12
Dixon	65	0	14	51	0	20
Dodge	574	7	213	354	7	315
Douglas	11,993	39	4,319	7,635	43	6,128
Dundy	27	0	8	19	0	8
Fillmore	58	1	20	37	1	25
Franklin	35	0	10	25	0	15
Frontier	62	2	13	47	2	21
Furnas	79	0	14	65	0	19
Gage	316	0	119	197	0	156
Garden	48	0	11	37	0	14
Garfield	19	0	6	13	0	7
Gosper	42	0	7	35	0	7
Grant	3	1	0	2	1	0
Greeley	24	0	9	15	0	10
Hall	1,250	10	444	796	11	644
Hamilton	192	1	52	139	1	78
Harlan	61	1	14	46	1	16
Hayes	21	1	6	14	1	6
Hitchcock	54	2	13	39	2	20
Holt	129	2	34	93	2	55
Hooker	11	0	4	7	0	5

County	Crashes				Persons Killed and Injured	
	Total	Fatal	Injury	PDO	Killed	Injured
Howard	104	0	20	84	0	26
Jefferson	160	2	39	119	2	57
Johnson	70	1	15	54	1	17
Kearney	104	1	24	79	1	35
Keith	194	2	51	141	6	77
Keya Paha	7	0	0	7	0	0
Kimball	88	2	24	62	2	35
Knox	73	2	28	43	2	47
Lancaster	6,480	17	2,706	3,757	18	3,910
Lincoln	876	5	244	627	6	368
Logan	7	1	4	2	1	9
Loup	13	0	6	7	0	6
Madison	664	4	205	455	6	308
McPherson	4	0	2	2	0	3
Merrick	144	1	41	102	1	64
Morrill	103	1	25	77	1	36
Nance	21	0	9	12	0	9
Nemaha	79	0	25	54	0	37
Nuckolls	35	1	11	23	1	16
Otoe	176	2	53	121	2	75
Pawnee	43	0	13	30	0	19
Perkins	45	0	17	28	0	24
Phelps	136	4	42	90	4	68
Pierce	97	0	32	65	0	46
Platte	715	4	198	513	4	268
Polk	58	1	20	37	1	28
Red Willow	203	2	50	151	3	71
Richardson	98	2	20	76	2	30
Rock	12	0	2	10	0	2
Saline	211	0	60	151	0	78
Sarpy	2,324	10	940	1,374	11	1,426
Saunders	204	5	65	134	5	101
Scotts Bluff	655	6	230	419	6	314
Seward	268	1	92	175	1	141
Sheridan	82	3	19	60	3	27
Sherman	39	0	14	25	0	18
Sioux	11	0	5	6	0	6
Stanton	51	1	26	24	1	46
Thayer	74	2	22	50	2	33
Thomas	15	0	7	8	0	11
Thurston	44	5	14	25	6	22
Valley	49	0	17	32	0	18
Washington	279	4	86	189	4	131
Wayne	124	1	53	70	1	70
Webster	45	2	12	31	2	18
Wheeler	8	0	2	6	0	4
York	279	5	87	187	5	117
Totals	34,999	210	12,278	22,511	228	17,691

Part II
2017 Data

Summary Number of Traffic Crashes

All Crashes	34,999
Property Damage Only (PDO)	22,511
Injury Crashes	12,278
<i>Persons Injured</i>	17,691
Fatal Crashes	210
<i>Fatalities</i>	228
Number of Registered Vehicles in Nebraska	2,503,163
Number of Licensed Drivers in Nebraska	1,450,479
Number of Vehicles in Crashes*	64,151
Number of Drivers in Crashes*	57,995

*There may be more than one vehicle or driver involved in a single crash. Parked and driverless vehicles are included.

During 2017:

One crash occurred every 15 minutes.
Forty-nine persons were injured each day.
One person was killed every 40 hours.

The economic loss in terms of dollars was \$2,281,208,920**

***Federal Highway Administration Research Report Number, FHWA-RD-91-055, The Cost of Highway Crashes, October 1991; Nebraska Department of Roads Accident Data 2011-2012; Adjusted to October 2015 costs using the Gross Domestic Product (GDP) Implicit Price Deflator, U.S. Department of Commerce, Bureau of Economic Analysis (2016).*

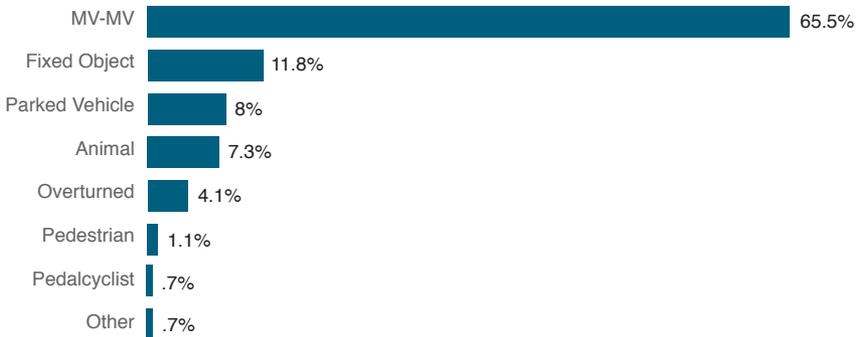
First Harmful Event

First harmful event (FHE) is the initial incident that causes injury or damage. It is sometimes referred to as “type of crash” and implies a collision with each of the objects listed in the following charts. “Overturned” and “other” crashes refer to crashes where no collision is involved (e.g., a car loses control and overturns, a car catches on fire).

First harmful events for all crashes and for fatal crashes are shown in Figures 5 and 6. In both instances, collisions between two or more motor vehicles (MV-MV) make up the majority of crashes. Crashes involving fixed objects, vehicles overturning, pedestrians and trains tend to be more severe, as indicated by their over-representation in fatal crashes as compared to all crashes.

All Crashes

(Figure 5)



Fatal Crashes

(Figure 6)

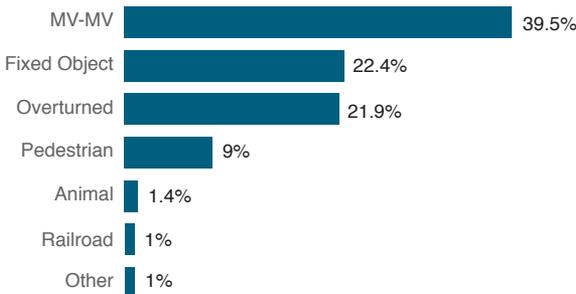


Table 1 provides the number of crashes in each category listed in Figures 5 and 6 on the previous page.

FIRST HARMFUL EVENT (Current Year)		2017								
		CRASHES				PERSONS KILLED OR INJURED				
		TOTAL	FATAL	INJURY	PDO	KILLED	NON-FATAL INJURIES			
							TOTAL	A★	B★	C★
COLLISION INVOLVING	Pedestrian	400	19	379	2	20	406	77	173	156
	Motor vehicle in transport	22917	83	8875	13959	92	13591	762	2843	9986
	Parked motor vehicle	2803	5	225	2573	5	266	24	109	133
	Railroad train	22	2	6	14	3	7	2	2	3
	Pedalcyclist	261	3	255	3	3	263	30	124	109
	Animal	2558	3	221	2334	3	269	27	86	156
	Fixed object	4128	47	1324	2757	47	1591	268	613	710
	Other object	217	0	46	171	0	57	12	19	26
	Noncollision overturned	1418	46	876	496	53	1155	258	443	454
	Other noncollision	236	2	64	170	2	78	17	30	31
Unknown	39	0	7	32	0	8	1	5	2	
— TOTALS —		34999	210	12278	22511	228	17691	1478	4447	11766

(Table 1)

- ★ = Injury severity codes
- A = Suspected Serious Injury
- B = Visible Injury (not disabling)
- C = Possible Injury (not visible)
- PDO = Property Damage Only

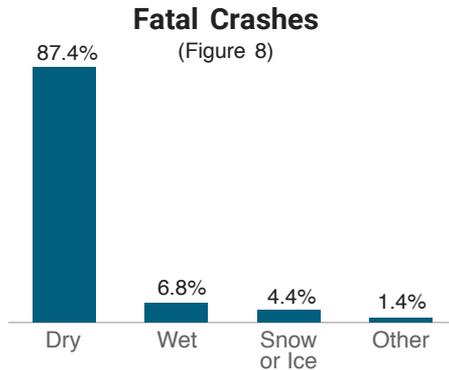
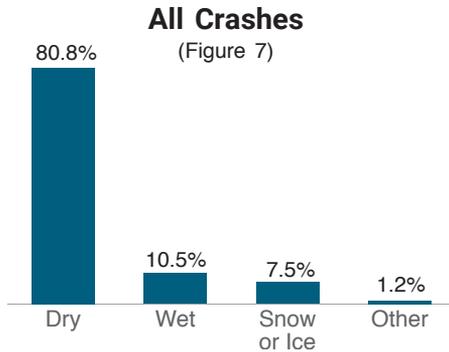
FIRST HARMFUL EVENT		2016								
		CRASHES				PERSONS KILLED OR INJURED				
		TOTAL	FATAL	INJURY	PDO	KILLED	NON-FATAL INJURIES			
							TOTAL	A★	B★	C★
COLLISION INVOLVING	Pedestrian	372	11	359	2	11	380	75	164	141
	Motor vehicle in transport	22712	84	8879	13749	103	13783	902	3146	9735
	Parked motor vehicle	2959	1	259	2699	1	316	31	136	149
	Railroad train	24	3	8	13	3	12	2	5	5
	Pedalcyclist	286	1	281	4	1	292	29	169	94
	Animal	2648	1	230	2417	1	287	16	91	180
	Fixed object	4019	49	1276	2694	53	1584	272	619	693
	Other object	193	1	26	166	1	30	3	9	18
	Noncollision overturned	1397	40	874	483	41	1196	242	487	467
	Other noncollision	247	3	63	181	3	75	12	35	28
Unknown	33	0	7	26	0	7	4	2	1	
— TOTALS —		34890	194	12262	22434	218	17962	1588	4863	11511

(Table 2)

Table 2 provides 2016 data for comparison to 2017. The number of fatal crashes and fatalities both increased, fatal crashes by 16 and fatalities by 10. The number of injury crashes went up by 16, and the number of injuries decreased by 271. Property damage only crashes also rose by 77.

Surface Condition

The condition of the road surface plays an important role in motor vehicle crashes. Slick road conditions are generally more hazardous than dry conditions, but drivers tend to compensate for this by being more cautious. Fewer fatal crashes occur under slick road surface conditions than under dry road conditions, since there are many more dry days than wet days. Crashes on wet roads increased by 2.1% during 2017.



The following table provides the number of crashes in each category.

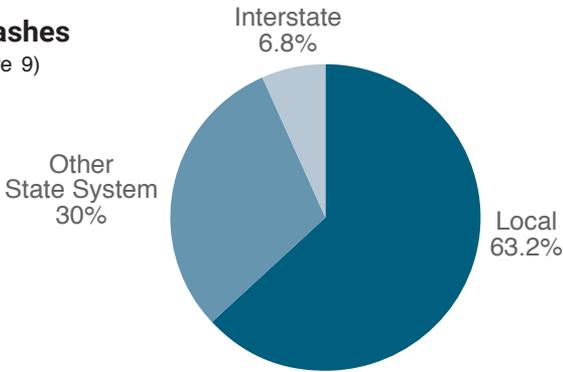
ROAD SURFACE CONDITION	TOTAL	FATAL	INJURY	PDO
Dry	27802	180	10054	17568
Wet	3621	14	1349	2258
Snowy or icy	2582	9	609	1964
Other	422	3	164	255
Not stated	572	4	102	466
— TOTALS —	34999	210	12278	22511

(Table 3)

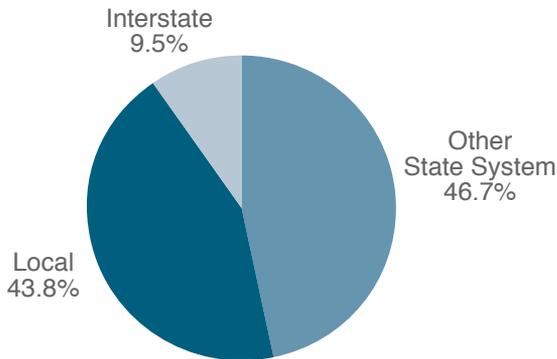
Type of Roadway

The distributions of all crashes and fatal crashes, by roadway type, are shown in Figures 9 and 10. Table 4 (page 13) shows the actual number of crashes and casualties by roadway type. The percent of fatal crashes that occur on the interstate and other state highways is larger than the percent of all crashes that occur on the interstate and other state highways. Crashes on interstate and other state highways tend to occur at higher speeds, accounting for their increased severity.

All Crashes
(Figure 9)



Fatal Crashes
(Figure 10)



ROADWAY		CRASHES				PERSONS	
		TOTAL	FATAL	INJURY	PDO	KILLED	INJURED
URBAN	Interstate	1306	7	448	851	9	613
	Other State System Highways	6086	25	2407	3654	25	3623
	Local Roads and Streets	18850	42	6447	12361	47	9116
	URBAN SUBTOTAL	26242	74	9302	16866	81	13352
RURAL	Interstate	1082	13	305	764	15	461
	Other State System Highways	4412	73	1371	2968	80	2056
	Local Roads and Streets	3263	50	1300	1913	52	1822
	RURAL SUBTOTAL	8757	136	2976	5645	147	4339
— TOTALS —		34999	210	12278	22511	228	17691

(Table 4)

Rather than referring to numbers of crashes, the relative safety of different roadway classifications can be compared by using crash rates. Table 5 provides crash rates for 2017. These rates are based on crashes per 100 million vehicle miles driven.

Crashes Per 100 Million Vehicle Miles Traveled

	CRASH SEVERITY			
	FATAL	INJURY	PDO	TOTAL
Interstate	0.4	16.1	34.5	51.1
Other State Highways	1.1	43.4	76.1	120.6
Local Roads and Streets	1.2	101.6	187.1	289.9

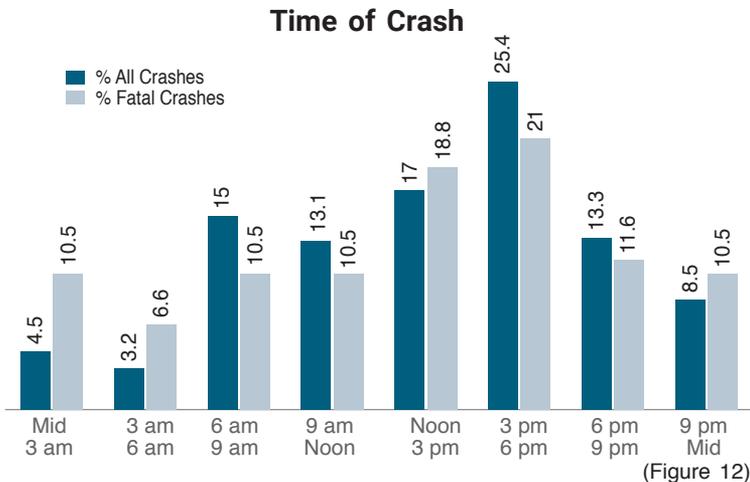
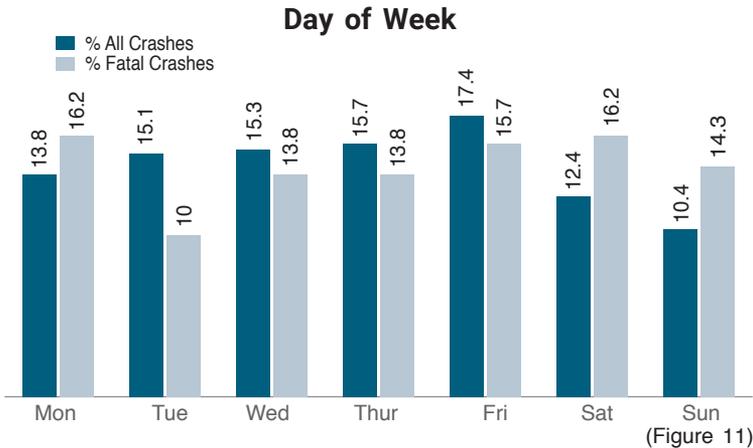
(Table 5)

The interstate actually has the lowest crash rate for all roadway categories, followed by other state highways and local roads.

Day and Time

Crashes can occur at any time, but they tend to be more frequent during certain times of the day. Crash frequency follows the daily activity cycle, increasing from a low in the early morning hours to a peak in the late afternoon. The highest three-hour time period for crashes in 2017 was from 3:00 - 6:00 p.m., when 25.4% of all crashes occurred. Fatal crashes were most prevalent in the afternoon or early evening, as 51.4% of them took place between noon and 9:00 p.m.

Crash trends on weekends differ from those that take place during the work week. In 2017, Sunday and Saturday were the lowest days for total crashes, but fatal crashes were highest on the weekends when more recreational driving occurs. Saturday and Monday both had 34 fatal crashes in 2017, with Friday right behind with 33.

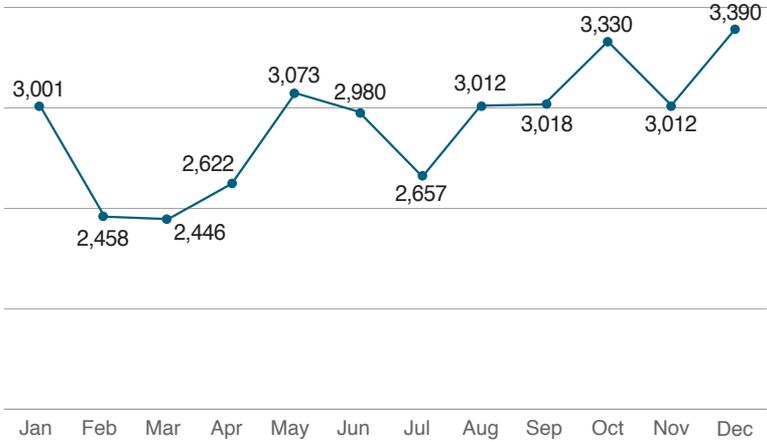


Month

The seasonal cycles of all crashes and fatal crashes are illustrated in Figures 13 and 14. Crashes tend to increase during the late fall and winter as weather conditions worsen. Fatal crashes usually decrease during bad weather conditions, once motorists adjust to less than perfect driving conditions.

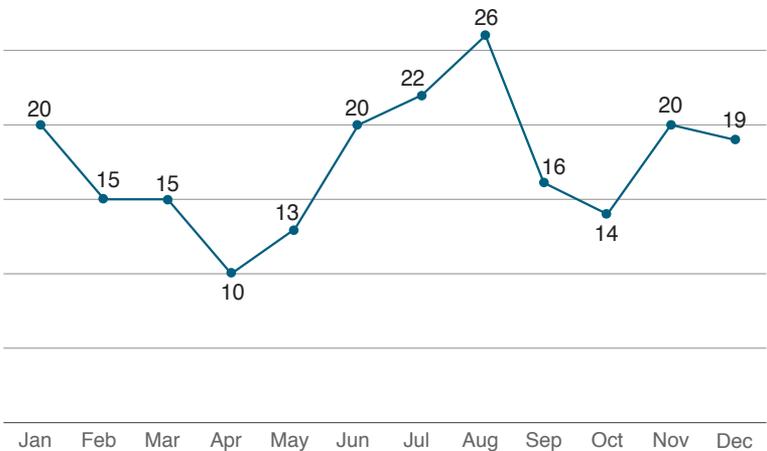
All Crashes by Month

(Figure 13)



Fatal Crashes by Month

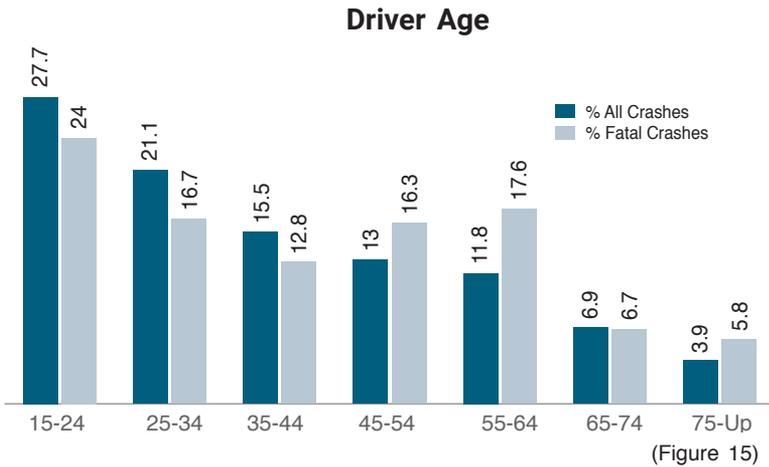
(Figure 14)



Age of Driver

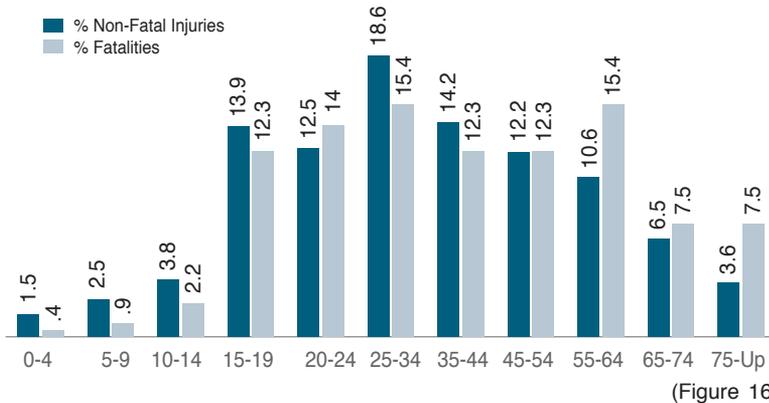
Younger drivers are involved in a disproportionate number of crashes. In 2017, 48.8% of the drivers involved in crashes were age 34 or younger. Drivers in the youngest age bracket, ages 15 to 24, had the highest percentage involvement of all age groups in all crashes, 27.7%. In 2017, these drivers were also involved in 24% of fatal crashes.

Figure 16 represents percentages of nonfatal and fatal injuries by age groups. Persons aged 65 and over are overrepresented in fatal injuries as compared to nonfatal injuries. Persons between the ages of 15 and 44 suffered 59.2% of all injuries.



(Figure 15)

Age of Casualties



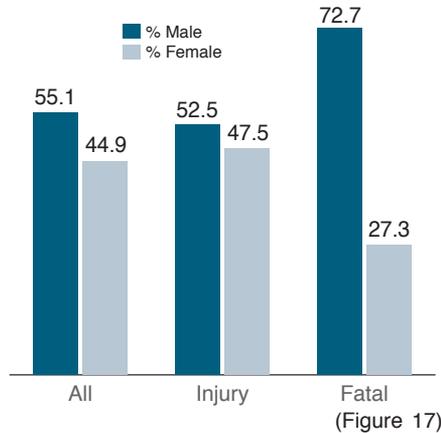
(Figure 16)

Sex of Driver

Figure 17 shows the difference between male and female drivers' involvement in motor vehicle traffic crashes. Males represented 55.1% of the drivers in all crashes in Nebraska in 2017, and were involved in 72.7% of all fatal crashes. At least a part of this difference can be attributed to the fact that males may drive more miles than females and, thus, have greater exposure to crashes.

More females than males, however, are victims of motor vehicle crashes. Females made up 54.6% of the persons injured or killed in motor vehicle crashes in 2017.

Sex of Driver in Crashes



SEX OF DRIVER	TOTAL	FATAL	INJURY	PDO
Male	31675	226	11610	19839
Female	25823	85	10492	15246
Not stated	497	1	187	309
– TOTALS –	57995	312	22289	35394

(Table 6)

AGE AND SEX	ALL CRASHES						ALCOHOL-RELATED CRASHES					
	KILLED			INJURED			KILLED			INJURED		
	TOTAL	M	F	TOTAL	M	F	TOTAL	M	F	TOTAL	M	F
0-4 years	1	0	1	265	122	143	0	0	0	8	5	3
5-9 years	2	1	1	426	204	222	1	0	1	14	5	9
10-14 years	5	3	2	658	319	339	0	0	0	23	8	15
15-19 years	28	18	10	2398	1058	1340	7	2	5	134	80	54
20-24 years	32	21	11	2143	974	1169	14	8	6	171	97	74
25-34 years	35	21	14	3202	1425	1777	17	10	7	253	154	99
35-44 years	28	19	9	2447	1080	1367	13	8	5	167	108	59
45-54 years	28	19	9	2100	966	1134	10	9	1	149	101	48
55-64 years	35	26	9	1832	836	996	7	5	2	103	63	40
65-74 years	17	10	7	1113	501	612	1	0	1	31	20	11
75 and older	17	11	6	628	285	343	1	0	1	18	10	8
Age not stated	0	0	0	159	76	83	0	0	0	12	5	7
– TOTALS –	228	149	79	17371	7846	9525	71	42	29	1083	656	427

(Table 7)

Restraint Use

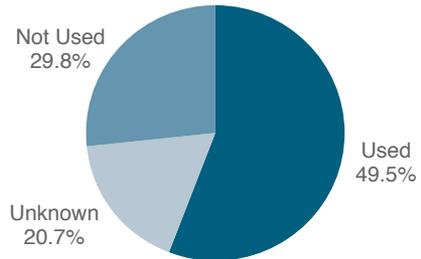
Restraint usage is the best available means of preventing fatalities and injuries in motor vehicle crashes. Passive restraints, such as air bags, which require no occupant action to be put in use, are standard equipment for drivers and front seat passengers in newer vehicles. For these passive systems to provide effective protection, however, seat belts must still be used.

Effective January 1, 1993, Nebraska passed a mandatory seat belt law. This law calls for secondary enforcement, meaning that a citation for not wearing a seat belt can only be issued if the driver is first charged with another violation. Although not as effective as a primary enforcement law, the law has been successful in promoting seat belt use.

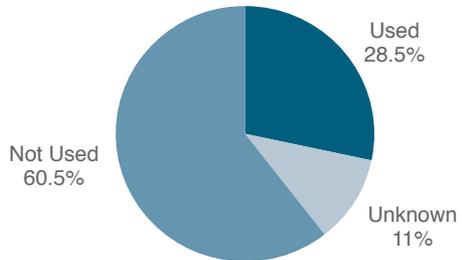
The most accurate measure of safety belt usage in Nebraska comes from the results of surveys conducted by the NDOT Highway Safety Office and approved by the National Highway Traffic Safety Administration (NHTSA). In 2017, the observed statewide safety belt usage rate was 86%.

Usage rates have risen in recent years primarily due to increased law enforcement efforts and media campaigns, however, there is still room for improvement. Belt use is particularly low in accidents which result in the most severe injuries. Only 28.5% of those vehicle occupants who died and 49.5% of those who suffered suspected serious injuries in 2017 crashes were belted.

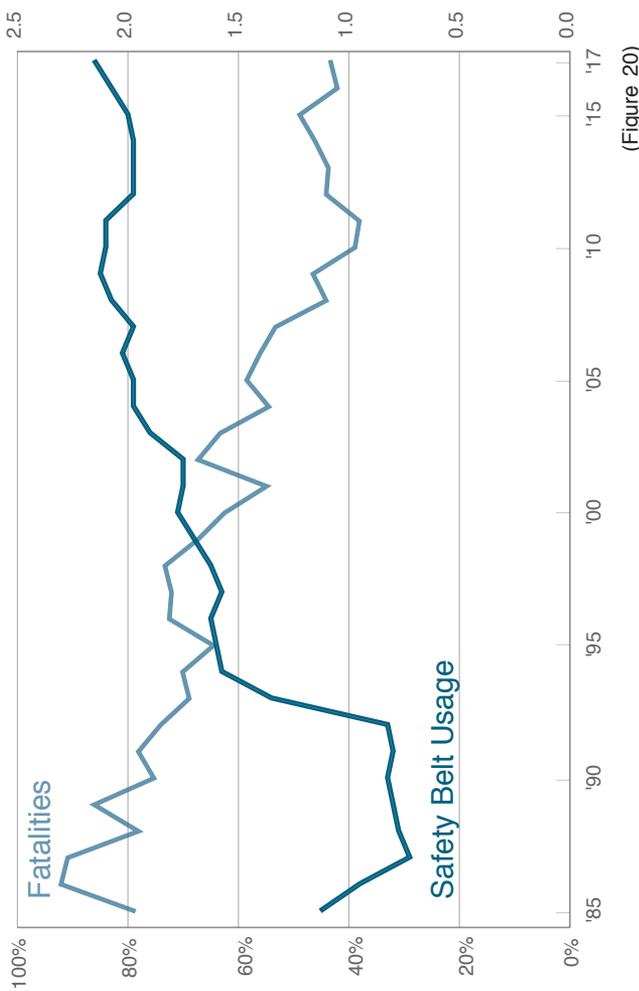
Restraint Use for Suspected Serious Injuries
(Figure 18)



Restraint Use for Fatal Injuries
(Figure 19)



Nebraska Safety Belt Usage Rate vs. Fatality Rate *Per 100 Million Miles Traveled*



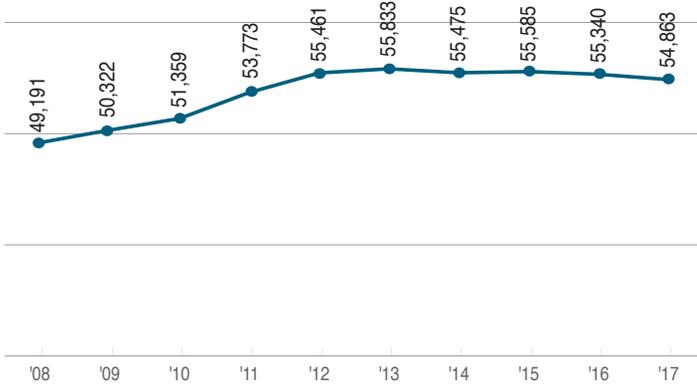
(Figure 20)

Motorcycle Crashes

After trending sharply upwards earlier in the decade, motorcycle registrations plateaued during the last few years. Total motorcycle crashes increased to 540. Fatal crashes increased from 22 in 2016 to 24 in 2017.

Motorcycle Registrations

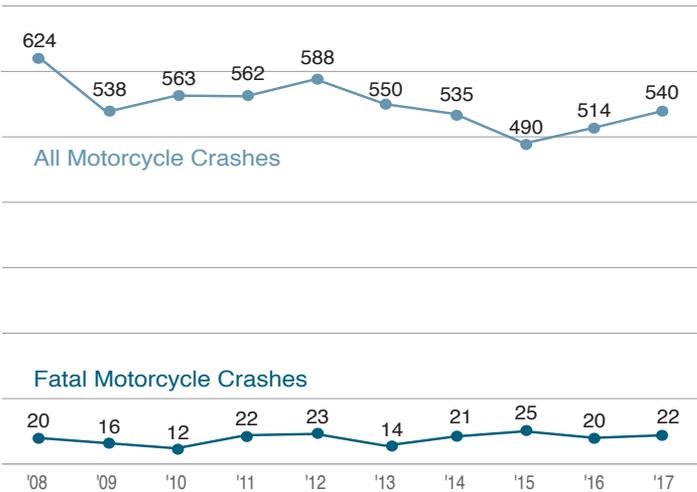
(2008 - 2017)



(Figure 21)

All Motorcycle Crashes and Fatalities

(2008 - 2017)



(Figure 22)

Vehicle Body Style

The major vehicle body styles involved in all crashes and fatal crashes are displayed in Figures 23 and 24. Compared to their involvement in all crashes, motorcycles and heavy trucks are overrepresented in fatal crashes. Motorcycles offer little protection to riders involved in crashes, and heavy trucks tend to be involved in more severe crashes due to their large size. The number of vehicles in each body style group which were involved in crashes is provided in the table.

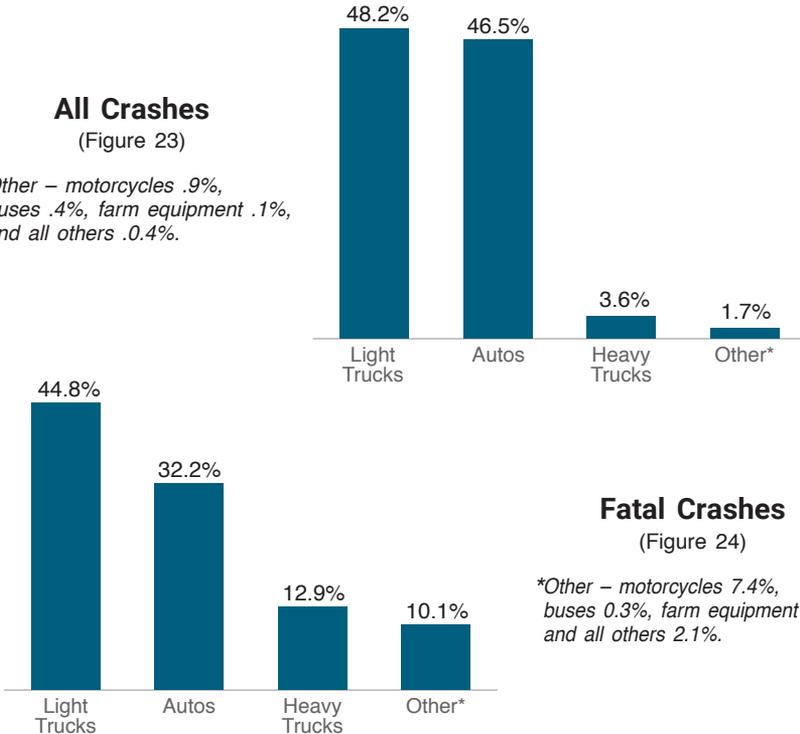
BODY STYLE OF CRASH VEHICLES	TOTAL	FATAL	INJURY	PDO
Bus	228	1	64	163
Semi-trailer truck	1212	23	359	830
Other heavy truck	1001	19	297	685
Automobile	28898	105	10791	18002
Van	3613	26	1386	2201
Utility vehicle	16295	50	6083	10162
Pickup truck	10077	70	3277	6730
Motorcycle	552	24	463	65
Motorhome	29	0	7	22
Farm equipment	63	1	25	37
Other	199	7	78	114
Unknown	1984	2	367	1615
— TOTALS —	64151	328	23197	40626

(Table 8)

All Crashes

(Figure 23)

**Other – motorcycles .9%, buses .4%, farm equipment .1%, and all others .0.4%.*



Fatal Crashes

(Figure 24)

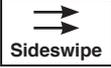
**Other – motorcycles 7.4%, buses 0.3%, farm equipment 0.3%, and all others 2.1%.*

Intersection Crashes

2017

Type of Multi-Vehicle Collisions at Intersections*

Total Crashes: 17,250

	NUMBER OF CRASHES	% OF TOTAL INTERSECTION CRASHES	% RESULTING IN INJURY
 Angle	7,122	41.3	42.0
 Rear-end	5,831	33.8	42.9
 Sideswipe	1,492	8.6	20.0
 Sideswipe	181	1.0	26.5
 Left Turn Leaving	2,201	12.8	49.0
 Head-on	55	.3	69.1
 Backing	368	2.1	10.9
Unknown	0	0	0
Total	17,250	99.9%	

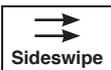
* Multi-vehicle crashes at intersections comprise 49.3% of all crashes.

Non-Intersection Crashes

2017

Type of Multi-Vehicle Collisions Not at Intersections*

Total Crashes: 5,667

	NUMBER OF CRASHES	% OF TOTAL NON-INTERSECTION CRASHES	% RESULTING IN INJURY
 Rear-end	3,250	57.3	41.2
 Head-on	82	1.4	75.6
 Angle	211	3.7	35.1
 Sideswipe	1,426	25.2	20.0
 Sideswipe	361	6.4	42.9
 Left Turn Leaving	32	0.6	46.9
 Backing	300	5.3	11.3
Unknown	5	.9	0
Total	5,667	100%	

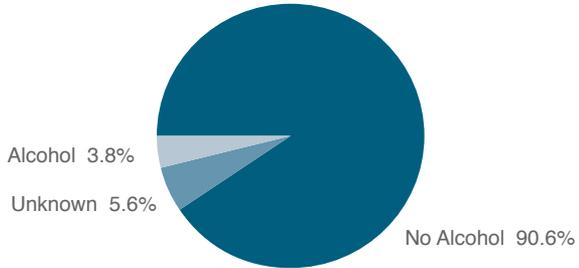
* Multi-vehicle crashes not at intersections comprise 16.2% of all crashes.

Alcohol Involvement

Figures 25, 26 and 27 show the relationship between alcohol involvement and crash severity. As crash severity increased, so did alcohol involvement. In 2017, 30% of Nebraska's fatal crashes were alcohol-involved, a decrease from the 37.6% recorded in 2016. Since alcohol testing is only required in fatal crashes, the alcohol involvement listed for injury and PDO crashes is probably understated.

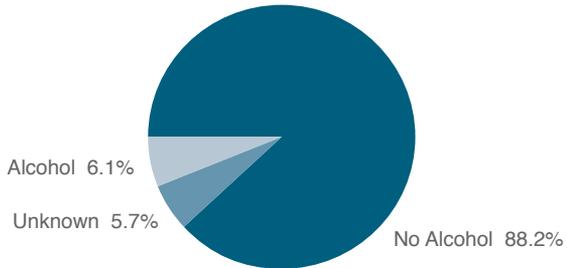
PDO Crashes

(Figure 25)



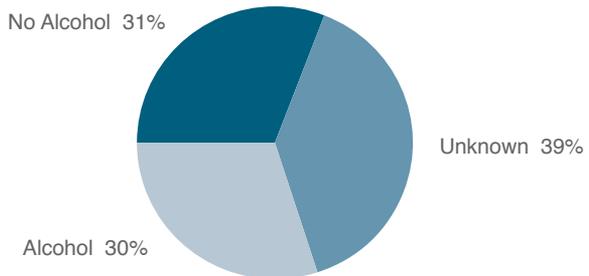
Injury Crashes

(Figure 26)



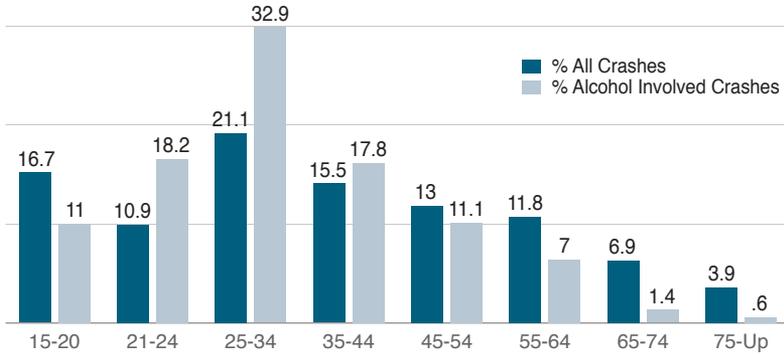
Fatal Crashes

(Figure 27)



Driver Age and Alcohol Involvement

The relationship between driver age and alcohol involvement in motor vehicle crashes is illustrated in Figure 28. Compared to their involvement in all crashes, drivers aged 21-34 are overrepresented in alcohol related crashes. In fact, these drivers are in 51.1% of alcohol involved crashes. Drivers aged 21-24 are most overrepresented, being involved in 18.2% of alcohol-related crashes but only 10.9% of all crashes. Note that drivers between the ages of 15 and 20 are in 11% of alcohol-related crashes, despite the fact that the legal drinking age in Nebraska is 21.



(Figure 28)

AGE OF DRIVER	TOTAL		FATAL		INJURY	
	ALL CRASHES	ALCOHOL INVOLVED	ALL CRASHES	ALCOHOL INVOLVED	ALL CRASHES	ALCOHOL INVOLVED
15 and younger	432	2	2	0	183	0
16	1787	7	7	0	687	2
17	1924	19	8	0	736	10
18	1879	33	4	0	730	20
19	1833	51	9	1	705	26
20	1800	50	7	0	687	18
21	1705	77	6	1	612	27
22	1636	71	11	5	641	31
23	1502	67	13	4	581	24
24	1467	54	8	2	555	21
25 to 34	12170	487	52	16	4773	217
35 to 44	8928	263	40	12	3520	114
45 to 54	7506	164	51	8	2911	87
55 to 64	6824	103	55	8	2558	53
65 to 74	3995	21	21	2	1504	9
75 and older	2260	9	18	0	837	4
Not stated	347	4	0	0	69	1
— TOTALS —	57995	1482	312	59	22289	664

(Table 9)

Driver Contributing Circumstances

In 2017, there were 34,999 reportable motor vehicle traffic crashes in Nebraska involving 57,995 drivers. The table below lists the driver contributing circumstances and the number of drivers involved in fatal, injury and property damage only crashes.

DRIVER CONTRIBUTING CIRCUMSTANCES	TOTAL	FATAL	INJURY	PDO
No improper driving	28152	110	10788	17254
Failed to yield right-of-way	5791	26	2472	3293
Disregarded traffic controls	1859	8	939	912
Exceeded speed limit	136	10	76	50
Speed too fast for conditions	1337	7	423	907
Made an improper turn	566	0	150	416
Followed too closely	4733	0	1939	2794
Leave lane/run off road	1911	30	682	1199
Operating in erratic manner	2511	27	1106	1378
Swerving or avoiding	553	5	211	337
Visibility obstructed	338	2	111	225
Inattention	3846	14	1213	2619
Mobile phone distraction	157	0	67	90
Distracted - other	696	5	266	425
Fatigued/asleep	321	1	126	194
Defective equipment	191	0	63	128
Other improper action	1545	16	570	959
Unknown	3352	51	1087	2214
— TOTALS —	57995	312	22289	35394

(Table 10)

While “Failed to yield right-of-way” was the most common contributing circumstance in all crashes, in fatal crashes “Leave lane/run off road” was the most frequent.

Part III
Crash Trends

Motor Vehicle Traffic Crash Data

After trending downward earlier in the decade, the Nebraska crash rate increased over the last five years. The fatality rate, on the other hand, has been erratic in recent years, going both up and down.

Year	Total Accidents	Persons Injured	Persons Killed	Accident Rate (per MVM)	Fatality Rate (per HMVM)	National Fatality Rate (per HMVM)
'01	47,894	26,751	246	2.67	1.37	1.51
'02	46,238	23,379	307	2.51	1.67	1.51
'03	46,602	21,984	293	2.51	1.58	1.48
'04	37,227	21,315	254	2.00	1.35	1.45
'05	35,739	19,827	276	1.89	1.46	1.46
'06	32,780	18,424	269	1.72	1.40	1.42
'07	35,895	18,983	256	1.86	1.33	1.36
'08	34,604	17,799	208	1.83	1.10	1.26
'09	34,665	17,775	223	1.81	1.17	1.15
'10	33,212	16,712	190	1.69	0.97	1.11
'11	32,302	16,108	181	1.66	0.95	1.10
'12	30,443	15,872	212	1.58	1.10	1.14
'13	31,377	16,083	211	1.63	1.09	1.10
'14	32,318	15,871	225	1.65	1.15	1.08
'15	33,988	16,806	246	1.68	1.22	1.13
'16	34,890	17,962	218	1.72	1.05	1.15
'17	34,999	17,691	228	1.66	1.08	1.17

Million Vehicle Miles (MVM) *Hundred Million Vehicle Miles (HMVM)*

(Table 11)

Body Style

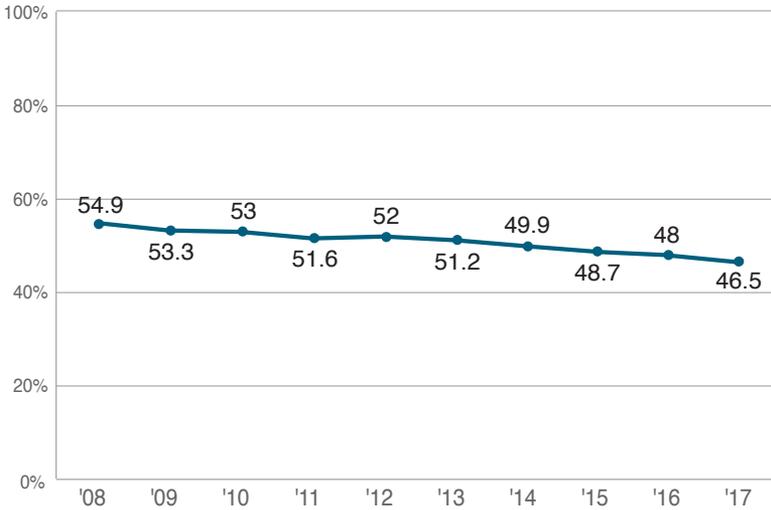
More passenger cars are involved in crashes than any other body style of vehicle. The percentage of automobiles in the total mix of vehicles in crashes, however, has been generally declining over the last decade. Figure 30 displays this trend.

Utility vehicles have been the fastest growing segment of the vehicle mix, surpassing pickup trucks and vans. The percentage of heavy trucks involved in crashes, on the other hand, has remained relatively steady. Figure 31 shows the trends in the percentage of various truck types involved in crashes during the last decade.

Note: In any one year, the combined percentages of passenger cars, light trucks, heavy trucks and motorcycles will not total 100%. The percentage of "other" body styles, like buses, is not shown.

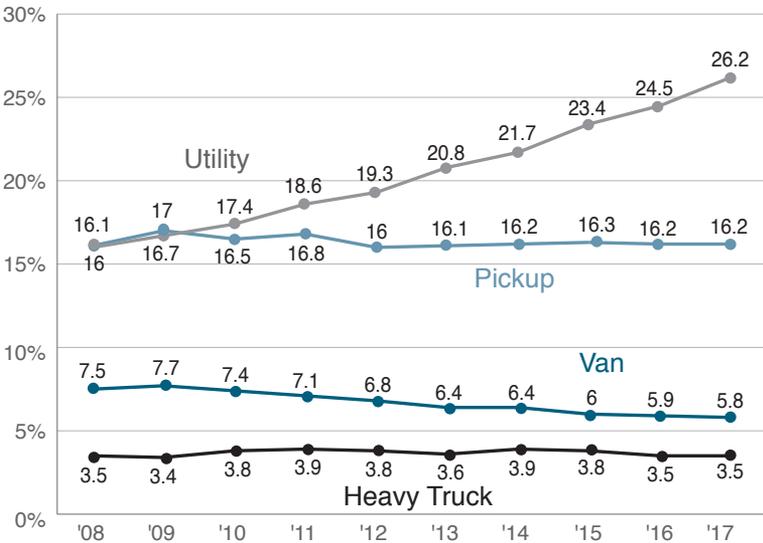
Passenger Cars in All Crashes

(Figure 29)



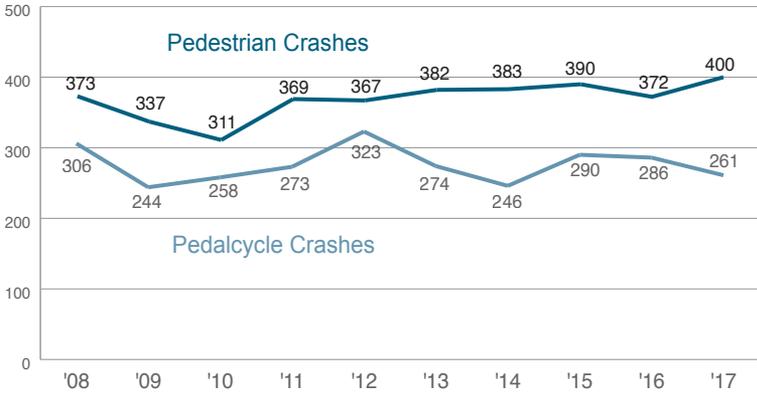
Truck Types in All Crashes

(Figure 30)

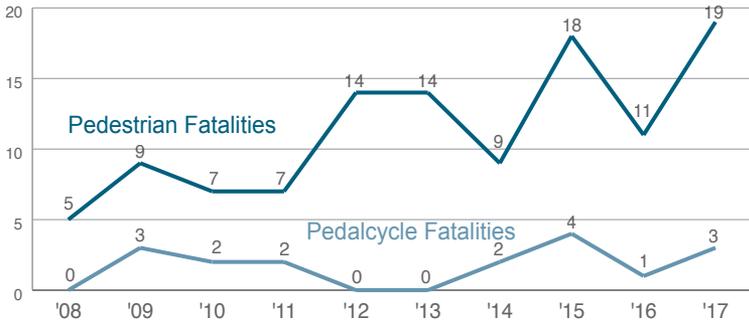


Pedestrian and Pedalcycle Crashes

After declining last year, both pedestrian fatalities and pedestrian crashes increased in 2017. Fatalities rose from 11 to 19, the highest total since 20 were recorded in 1993. Pedestrian crashes totaled 400, a figure not bettered since 2003. Pedalcycle crashes went the other way, decreasing from 286 in 2016, to 261 in 2017. Pedalcycle fatalities did increase to three, from the single death that occurred during 2016.



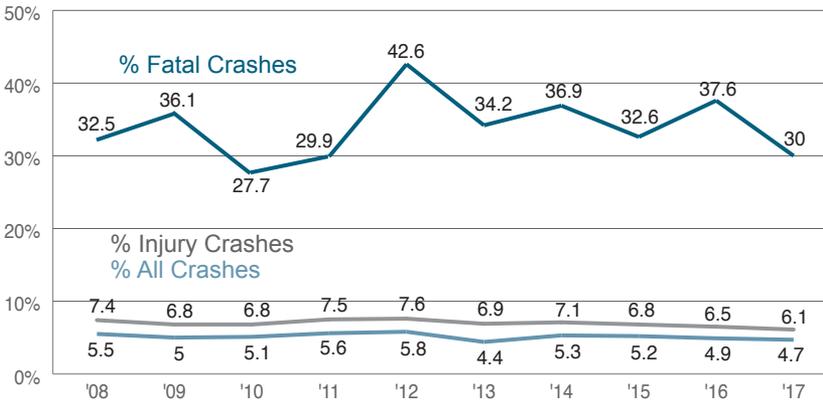
(Figure 31)



(Figure 32)

Alcohol Involvement in Crashes

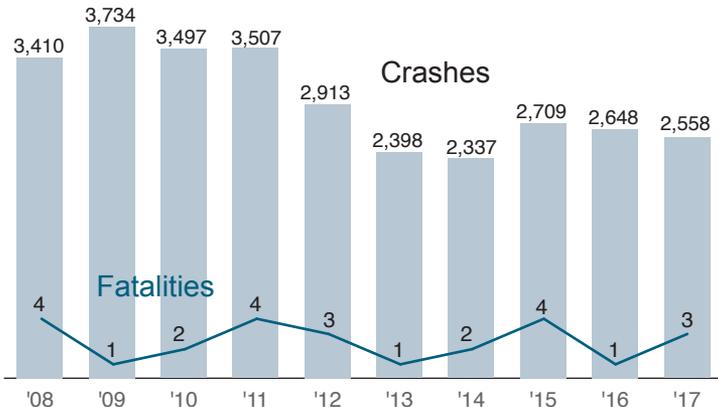
Figure 33 shows the percentage of alcohol involvement in the various types of crashes. Alcohol testing is mandatory in fatal crashes, but optional for injury and property damage only crashes. The percentage of involvement in non-fatal crashes could be misleading as to the extent of alcohol's role in crashes. Alcohol involvement in fatal crashes decreased from 37.6% in 2016 to 30% in 2017.



(Figure 33)

Animal Crashes

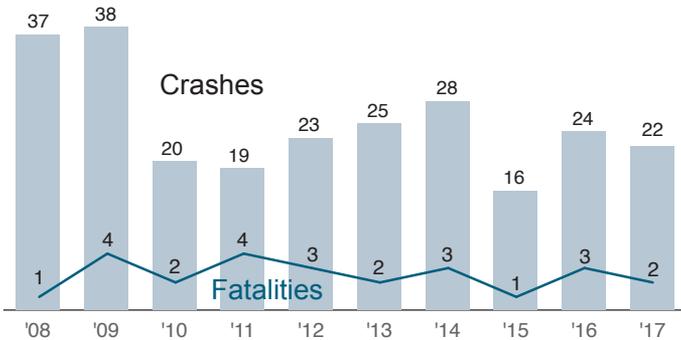
The number of crashes involving animals, over the last 10 years, is depicted in Figure 34. In 2017, animal crashes decreased from 2,648 to 2,558. Deer are the most frequently involved animals in motor vehicle/animal crashes. Animal crashes resulted in three fatalities during 2017.



(Figure 34)

Railroad Crashes

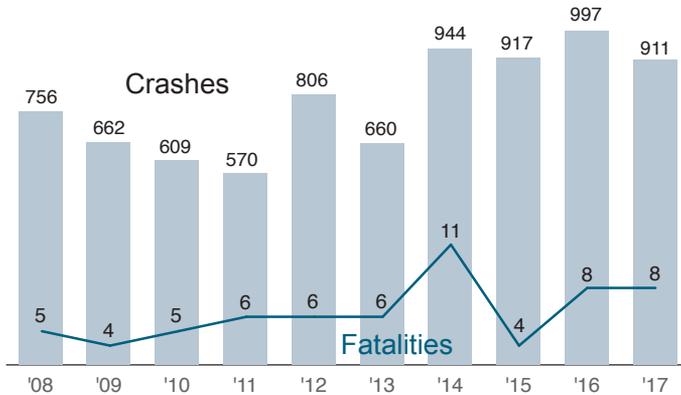
The number of motor vehicle/railroad crashes decreased in 2017, from 24 to 22. Railroad fatalities also decreased, from three to two.



(Figure 35)

Work Zone Crashes

Drivers need to be particularly alert when going through highway work zones. When a road is not in its usual condition due to construction, it is a good idea to slow down. Fines for speeding double in work zones when workers are present. Work zone crashes are dangerous to both highway workers and motorists. Most work zone crashes are rear-end collisions, resulting from speeding or inattentive driving. Work zone crashes decreased in 2017, from 1,000 to 468. In addition to the usual factors, the annual number of work zone crashes is also highly dependent on the amount and location of construction.



(Figure 36)



Additional information about the material contained in this publication may be obtained from:

Nebraska Department of Transportation
Traffic Engineering Division
Highway Safety/Accident Records Section
PO BOX 94759
LINCOLN NE 68509-4759
402-479-4645

This report is also available on the NDOT website
dot.nebraska.gov

**Nebraska Department of Transportation
Highway Safety/Accident Records Section
1500 Highway 2
PO Box 94759
Lincoln NE 68509-4759
27-6900**